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Approved For Release 2002/05/02 : CIA-RDP78-05599A000100100008-5

23 DEC 1969

MEMORANDUM FOR: Deputy Director for Support

THROUGH : Director of Security

SUBJECT : Replacement of Agency-Conducted Bus Transportation by a Commercial Operator

1. This memorandum contains a recommendation for your approval; such recommendation is contained in paragraph 7.

2. The Office of Logistics will undergo a minor T/O reduction this fiscal year but is expected to take a major position reduction in Fiscal Year 1971. In organizing ourselves for this reduction, we are giving first consideration to abolishing any identifiable staff function we now conduct wherein assigned personnel have qualifications for other possible duties within this Office. The Agency Blue Bird shuttle operation appears to meet this criterion.

3. We have from time to time given consideration to studying the possibility of replacing the Agency Blue Bird shuttle bus operation by contracting with a commercial operator to provide this service. The current Blue Bird operation, shuttle bus Routes 1 and 2, provides service between Headquarters and [REDACTED] 25X1A

[REDACTED]. The five Blue Bird buses accumulate some 166,800 miles and transport approximately [REDACTED] annually. 25X9

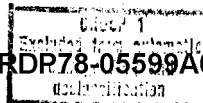
Six drivers are required for the present operation. Replacement of this Agency shuttle service by contracting with a commercial operator would not reduce the service but would allow us to reduce the Office of Logistics T/O by six positions. The current incumbents of the positions which might be eliminated under this proposal are qualified to fill other positions in the Office of Logistics. We can now identify four chauffeur positions which will be vacated by 1 July 1970. We continue to experience difficulties in recruiting chauffeurs and this could be a way to obviate the situation.

4. The physical assets involved would be five, 29-passenger Blue Bird buses. All five of these buses will meet established replacement criteria before 1 July 1970. Two replacement buses are on order from the Blue Bird manufacturer with delivery anticipated within 60 to 90 days. These could be cancelled for the convenience of the Government.

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The cancellation penalty would depend upon the stage of vehicle completion at the time and the amount of the manufacturer's claim which would be subject to negotiation. Requisitions for the other three buses have not been issued pending budgetary considerations. The present five buses could be disposed of through the General Services Administration.

25X1A 5. This proposal would not affect the current Checker limousine service between the Headquarters Building and the [REDACTED]. These Checker limousines are critical for our weather emergency pickup service since they can navigate snow and iced road conditions much better than the Blue Bird buses.

6. The proposed study would explore the above and other appropriate factors in depth. It also would entail informally contacting the Department of Defense for pertinent details of their contract commercial bus operations, several commercial bus companies to obtain informal cost estimates, and possibly the National Park Service, Department of the Interior, concerning restrictions on use of the George Washington Memorial Parkway by commercial bus operators. Thorough discussions to identify security considerations will be conducted with representatives of the Office of Security before any contact is made with potential commercial contract operators.

7. It is recommended that you approve the undertaking of a study by the Office of Logistics to develop the feasibility of contracting with a commercial operator to provide the shuttle bus service now being performed by our Blue Bird buses.

[REDACTED]
George E. Meloon
Director of Logistics

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CONCURRENCE:

25X1A

[REDACTED]
Howard J. Osborn
Director of Security

12/31
Date

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The recommendation contained in paragraph 7 is ~~approved~~ not approved*

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R. L. Bannerman
Deputy Director
for Support

22 Jan 70
Date

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*at this time. We have other means of savings
that should be explored first.


R. L. Bannerman
22 JAN 1970

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